SANTA FE SAFETY FIRST

ery employe should promptly report any unsafe condi-tion or practice to his foreman, some member of the Safety Committee or other proper company officer.

(See General Rules E, F, M and N, Book of Rules.)

TRAINMASTERS

E. E. SANDERS ..... Bakersfield, Calif.
W. A. ROEBUCK ..... Fresno, Calif.
G. H. DOTSON ..... Stockton, Calif.
A. A. KENNEDY ..... Richmond, Calif.

ASSISTANT TRAINMASTER

R. J. ST. JOHN ..... Richmond, Calif.

ROAD FOREMEN OF ENGINES

H. F. KNIGHT ..... Fresno, Calif.
J. F. FRAME ..... Bakersfield, Calif.

CHIEF DISPATCHER

E. H. HAMIC ..... Fresno, Calif.

ASSISTANT CHIEF DISPATCHERS

N. S. PETERSEN ..... Fresno, Calif.
E. C. STRETCH ..... Fresno, Calif.
J. E. SIKES ..... Fresno, Calif.

DISPATCHERS - FRESNO

L. L. WEBSTER
G. M. YOUNG
R. L. SIMPSON
R. D. RILEY
M. L. POTTER
G. T. WHEELER
L. L. SAGE
J. H. WEBBER
E. T. FOREMAN
B. E. WALDRUM
L. E. KIRKEENG
J. B. BONESTEEL

The Atchison, Topeka and Santa Fe Railway Co.

COAST LINES

VALLEY DIVISION
AND
SAN FRANCISCO TERMINAL DIVISION

TIME TABLE No. 14

IN EFFECT

Sunday, October 31, 1965

At 12:01 A.M.
Pacific Standard Time

This Time Table is for the exclusive use and guidance of Employes.

J. N. LANDRETH
General Manager
LOS ANGELES, CALIF.

E. R. ROBERTSON
Asst. General Manager
LOS ANGELES, CALIF.

S. ROGERS
Superintendent
FRESNO, CALIF.

J. T. GROUNDWATER
Superintendent
SAN FRANCISCO, CALIF.

Capacity of Sidings In 50 ft. Cars	Turn Tables and Wyes	Ruling Grade Ascending— Feet Per Mile	WESTWARD FIRST CLASS 7 Passenger Leave Daily	WESTWARD FIRST CLASS 1 San Francisco Chief Leave Daily	TIME TABLE NO. 14 October 31, 1965 STATIONS	EASTWARD FIRST CLASS 8 Passenger Arrive Daily	EASTWARD FIRST CLASS 2 San Francisco Chief Arrive Daily	Mile Post	Ruling Grade Ascending— Feet Per Mile	Communications
Yard	Y		PM 3.50	AM 4.25	BARSTOW	s AM 3.50	s PM 8.55	746.4		C
		34.3			1.8				0.0	
233					HUTT			748.6		B
		12.1			8.6				7.7	
162					HINKLEY			757.2		B
		34.3			9.0				24.5	
161			4.07	4.46	HAWES	3.29	8.29	766.1		B
		34.3			6.8				12.2	
165					JIMGREY			772.9		B
		28.0			11.0				26.9	
161	Y		4.23	5.00	BORON	f 3.15	8.13	784.0		C
		0.0			5.6				34.3	
162					SILT			789.6		B
		26.4			7.5				19.0	
161	Y		4.35	5.11	EDWARDS	3.03	8.01	797.1		C
		34.3			6.4				0.0	
160					BISSELL			803.6		B
		24.3			6.5				26.4	
175					SANBORN			810.1		B
		52.8			5.6				0.0	
Yard	Y		s 4.50 5.10	f 5.37	MOJAVE (68.8)	s 2.40	s 7.40	818.4		C
					66.9					
			7.12	7.40	ABS KERN JUNCTION YL 2 TRKS.	12.33	5.38	885.2	0.0	C
		15.8			2.5					
Yard	T		s PM 7.20	s AM 7.50	BAKERSFIELD YL	AM 12.25	PM 5.30	887.7		C
			Arrive Daily	Arrive Daily	(138.2)	Leave Daily	Leave Daily			
			(39.5)	(40.4)	.....Average speed per hour.....	(40.4)	(40.4)			

TRAFFIC CONTROL SYSTEM

Signal System Two in effect between Barstow and Mojave, and between Kern Jct. interlocking and Bakersfield.

Rule 261 (TCS) in effect on main track and sidings between West Tower Barstow and M.P. 817.5 at Mojave.

In TCS sidings, speed limit 40 MPH.

Rule 85: Between Barstow and Mojave, exchange of train orders, signals and numbers, is not required.

At Barstow between East and West Towers there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against regular and extra trains and engines.

At Bakersfield between Signal 8871 at M.P. 887.5 (H Street) and end of two tracks 800 feet west of M.P. 888 there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against regular and extra trains and engines.

Southern Pacific time table and rules govern movement of trains Kern Junction interlocking to M.P. 817.5 at east end of Mojave yard.

Rule 251 in effect between Kern Jct. and M.P. 887.5 at Bakersfield.

Trains must get clearance card before leaving Barstow and Bakersfield, except at Barstow trains may proceed on clear train order signal in lieu of clearance card.

ARVIN DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD ↓	TIME TABLE NO. 14 October 31, 1965 STATIONS	EASTWARD ↑	Mile Post	Ruling Grade Ascending— Feet Per Mile
100			ARVIN		333.1	
	42.2		4.3			37.0
			DI GIORGIO		328.8	
	0.0		2.0			42.2
67			RIBIER		326.8	
	0.0		2.2			43.3
54			LAMONT		324.6	
	0.0		1.1			43.3
			WEST LAMONT		323.5	
	0.0		6.6			43.3
			ALGOSO		316.9	
	0.0		0.3			43.3
			MAGUNDEN		316.6	
			(16.5)			

No switch lights on Arvin District.
Wye at Di Giorgio.
Booth phone at Arvin, Di Giorgio, Lamont and Magunden.
Yard limits Arvin to Magunden, inclusive.

OIL CITY DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD ↓	TIME TABLE NO. 14 October 31, 1965 STATIONS	EASTWARD ↑	Mile Post	Ruling Grade Ascending— Feet Per Mile
38			OIL JUNCTION		308.6	
	21.1		2.2			0.0
28			SEGURO		310.8	
	10.5		0.8			0.0
24			MALTHA		311.6	
	52.8		2.1			42.2
Yard			OIL CITY		313.7	
			(5.1)			

No switch lights on Oil City District.
Wye at Oil Junction.
Booth phone at Oil Junction.
Yard limits Oil Junction to Oil City, inclusive.

TIME TABLE NO. 14 October 31, 1965

Capacity of Sidings In 50 ft. Cars	Turn Tables and Wyes	Ruling Grade Ascending— Feet Per Mile	WESTWARD FIRST CLASS 7 Passenger Leave Daily	WESTWARD FIRST CLASS 1 San Francisco Chief Leave Daily	STATIONS	EASTWARD FIRST CLASS 2 San Francisco Chief Arrive Daily	EASTWARD FIRST CLASS 8 Passenger Arrive Daily	Mile Post	Ruling Grade Ascending— Feet Per Mile	Communications
			PM	AM		PM	AM			
Yard	T		7.35	8.00	BAKERSFIELD	s 5.20	s12.15 AM	887.7		C
		13.3			3.4				15.5	
E134 W122					JASTRO			891.1		
		0.0			6.6				14.7	
180					UNA			897.7		
		9.2			7.7				0.0	
E96 W118			7.52	f 8.20	SHAFTER	f 5.00	11.58	905.4		C
		0.0			7.6				10.6	
130			7.59	f 8.30	WASCO	f 4.50	11.52	913.0		C
		0.0			6.2				15.8	
178					ELMO			919.2		B
		0.0			5.4				15.8	
180					KERNELL			924.6		B
		0.0			7.7				8.4	
178			8.12	8.43	ALLENSWORTH	4.34	11.38	932.3		B
		9.5			9.8				1.7	
178					ANGIOLA			942.1		B
		4.1			8.8				2.6	
E116 W198	Y		8.28	s 9.00	CORCORAN	f 4.21	11.25	950.9		C
		4.1			9.4				0.0	
178					GUERNSEY			960.3		B
		5.8			7.6				0.0	
E176 W92			s 9.00	s 9.20	S. P. Crossing HANFORD	s 4.05	s11.05	967.9		C
		10.6			5.3				0.0	
180					SHIRLEY			973.2		B
		14.6			2.8				15.8	
70	Y				LATON			976.0		B
		0.0			6.2				15.8	
180			9.12	9.32	CONEJO	3.47	10.42	982.2		B
		10.6			6.1				0.0	
178					BOWLES			988.3		B
		10.6			6.1				0.0	
					S. P. Crossing			994.4		
		0.0			0.8				4.2	
Yard	TY		9.22 PM	9.43 AM	CALWA	3.37 PM	10.32 PM	995.2		C
			Arrive Daily	Arrive Daily	(107.5)	Leave Daily	Leave Daily			
			(60.3)	(62.6)	.....Average speed per hour.....	(62.6)	(62.6)			

TRAFFIC CONTROL SYSTEM — AUTOMATIC TRAIN STOP

Signal System Two in effect between Bakersfield and Calwa.

At Bakersfield between Signal 8871 at M.P. 887.5 (H Street) and end of two tracks 880 feet west of M.P. 888 there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against regular and extra trains and engines.

Rule 261 (TCS) in effect on main tracks and sidings, except on siding Laton, between end of two tracks Bakersfield and Calwa.

In TCS sidings, speed limit 40 MPH.

Rule 85: Between Bakersfield and Calwa, exchange of train orders, signals and numbers, is not required.

Trains must get clearance card before leaving Bakersfield and Calwa.

LATON DISTRICT

TIME TABLE NO. 14 October 31, 1965

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD ↓	STATIONS	EASTWARD ↑	Mile Post	Ruling Grade Ascending— Feet Per Mile
57			LATON		0.0	
	0.0		5.6			10.4
7			CLINT		5.6	
	0.0		4.0			0.0
10			GEPFORD		9.6	
	0.0		6.0			0.0
16			SHILLING		15.6	
	0.0		1.8			0.0
11			LANARE		17.4	
			(17.4)			

No switch lights on Laton District.
Wye at Laton and Lanare.
Booth phone at Laton.
Yard limits Laton to Lanare, inclusive.

Capacity of Sidings in 50 ft. Cars	Turn Tables and Wyes	Ruling Grade Ascending— Feet Per Mile	WESTWARD FIRST CLASS 7 Passenger Leave Daily	WESTWARD FIRST CLASS 1 San Francisco Chief Leave Daily	TIME TABLE NO. 14 October 31, 1965 STATIONS	EASTWARD FIRST CLASS 2 San Francisco Chief Arrive Daily	EASTWARD FIRST CLASS 8 Passenger Arrive Daily	Mile Post	Ruling Grade Ascending— Feet Per Mile	Communications
Yard	TY		PM 9.22	AM 9.43	CALWA	PM 3.37	PM f10.32	995.2		C
		15.8			1.6 S. P. Crossing			996.8	2.6	
		15.8			0.9 S. P. Crossing			997.7	2.6	
		5.3			0.4				5.3	
Yard			s10.00	s 9.55	FRESNO	s 3.30	s10.25	998.1	5.3	C
80		15.8			2.0 HAMMOND			1000.1		B
172		15.8			4.9 FIGARDEN			1005.0	5.3	B
180		10.6			6.3 GREGG			1011.3	15.8	B
180		15.8	10.25	10.22	8.3 MADERA	2.56	9.34	1019.6	15.8	B
180		15.8			5.8 KISMET			1025.5	15.8	B
E134 W144		7.4			5.7 SHARON			1031.1	0.0	B
180		15.8	f10.40	10.38	10.4 LE GRAND	2.41	9.19	1041.5	15.8	C
194		5.3			5.8 PLANADA			1047.3	15.8	C
202		0.0	s11.00	s10.55	8.8 MERCED	s 2.30	s 9.07	1056.1	12.7	C
180		5.3			6.8 FLUHR			1062.9	17.4	B
180		18.0	11.12	11.07	8.8 BALLICO	2.07	8.49	1071.7	20.0	B
180		15.8			7.9 DENAIR			1079.6	15.8	B
180		22.7	f11.28	s11.23	9.6 EMPIRE	s 1.55	s 8.37	1089.2	15.3	C
160	Y	26.4	s11.48	11.30	6.4 RIVERBANK	1.49	s 8.30	1095.6	0.0	C
186		15.8	f11.53	11.35	6.0 ESCALON			1101.6	15.8	C
180		0.0			8.0 DUFFY			1109.6	15.8	
162	Y	0.0	AM f12.07	11.49	10.4 **MORMON**	1.30	8.07	1120.0	5.3	C
		0.0			0.7 W. P. Crossing STOCKTON TOWER S. P. Crossing			1120.7	10.3	C
				PM	0.7				10.3	
137	Y	0.0	s12.40	s12.01	STOCKTON	s 1.25	s 8.02	1121.4	1.8	B
96		1.6	12.47	12.07	5.2 GILLIS	1.18	7.50	1126.6	0.5	B
72		0.0	f12.50		2.7 HOLT			1129.3	0.0	C
98		0.8	12.53	12.12	3.7 TRULL	1.13	7.45	1133.0	5.3	B
		11.6			1.8 MIDDLE RIVER			1134.8	10.6	B
71		0.0	12.58	12.18	2.0 ORWOOD	1.07	7.40	1136.8	10.6	C
74		3.2			3 0 BIXLER			1139.8	0.0	B
96		6.3	f 1.03	12.24	3.2 KNIGHTSEN	1.02	7.35	1143.0	6.6	C
64		3.6	f 1.06		3.1 OAKLEY			1146.1	15.8	C
108		13.2	1.10	12.31	4.2 SANDO YL	12.56	7.29	1150.3	15.8	B
104		0.0	1.12	12.33	1.8 ANTIOCH YL	12.54	7.27	1152.1	6.6	C
134		15.8	s 1.24	f12.38	3.7 PITTSBURG YL	s12.49	s 7.22	1155.8	11.6	C
70		5.3	1.28	**12.43**[2]	3.4 BROSE	**12.43**[1]	7.13	1159.2	15.8	B
108		15.8	f 1.32	12.50	4.4 PORT CHICAGO YL	12.37	7.09	1163.6	0.0	C
67		0.0	1.36	12.56	3.3 MALTBY	12.34	7.05	1166.9	0.0	B
68		52.8	1.44	1.06	6.5 GLEN FRAZER	12.26	6.57	1173.4	52.8	B
96		52.8	1.47	1.12	2.6 CHRISTIE	12.21	6.54	1176.0	52.8	B
102		0.0	1.51	1.17	3.1 COLLIER	12.17	6.50	1179.1	52.8	B
		0.0	f 1.57	f 1.20	2.4 PINOLE	12.13	s 6.46	1181.5	29.9	C
104		49.6	1.59	1.23	1.1 GATELEY	12.11	6.41	1182.6	52.8	B
106		52.8	2.03	1.29	3.9 RHEEM	12.07	6.37	1186.5	52.8	B
Yard	TY	51.7	s 2.15 AM	s 1.45 PM	3.1 **RICHMOND** YL	12.01 PM	6.30 PM	1189.6		C
			Arrive Daily	Arrive Daily	(194.4)	Leave Daily	Leave Daily			
			(39.8)	(48.2)	.....Average speed per hour.....	(54.0)	(48.2)			

TRAFFIC CONTROL SYSTEM — TWO TRACKS — AUTOMATIC TRAIN STOP — AUTOMATIC BLOCK SYSTEM

(Continued on Page

(Continued from page 4)

Signal System Two in effect between Calwa and Richmond.

Rule 261 (TCS) in effect on main tracks and sidings, except on siding Hammond, between Calwa and signal located 100 feet west of MP 1123.

In TCS sidings, speed limit 40 MPH.

Rule 85: Between Calwa and Stockton, exchange of train orders, signals and numbers, is not required.

At Sando, westward train on main track meeting eastward train must not pass preliminary board until Signal 11503 assumes stop position; westward train on siding must occupy spotting section two minutes with switch reversed, after which Signal 11505 will clear if main track unoccupied.

At Glen Frazer, westward train finding Signal 11731 or Signal 11733 in stop position may obtain proceed signal if route is clear by inserting switch key in governing signal box and turning to right. Westward train on auxiliary siding will find Signal 11735 in stop position and may obtain proceed signal if route is clear by lining switch for main track.

At Christie, eastward train on main track to meet westward train, must not pass preliminary board in advance of Signal 11752 until westward train has entered siding. Eastward train on siding must remain west of spotting section until ready to depart. Spotting section designated by sign near dwarf Signal 11754. Eastward train, when ready to proceed, must occupy spotting section between sign and dwarf signal; signal will clear in 45 seconds if main track is clear between west end of Glen Frazer and Signal 11782 at east end of Collier. If train is occupying section of main track between east end of Christie and Signal 11782 at east end of Collier, the signal will not clear before two and one-half minutes.

Train failing to secure proceed indication on Signals 11731, 11733, 11735, 11752 or 11754 through procedure indicated above will be preceded through tunnel by flagman and train will not enter tunnel until flagman reaches opposite end of tunnel, calls on phone and notifies dispatcher and conductor (latter will listen in on phone at portal of tunnel from which flagman started) that route is clear. Flagman will specify "This is Flagman (giving name) of Train No. (giving number of train) and the route is clear." Conductor will acknowledge this information and train will proceed through tunnel at restricted speed. Booth telephones located at each portal of tunnel.

Night signals will be displayed through all tunnels between Maltby and Christie.

At Richmond between MP 1188.6 and junction Oakland district there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed.

Trains must get clearance card before leaving Calwa and Richmond.

Extra trains must get clearance card before leaving Riverbank.

FRESNO INTERURBAN DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD ↓	TIME TABLE NO. 14 October 31, 1965 STATIONS	EASTWARD ↑	Mile Post	Ruling Grade Ascending— Feet Per Mile
			HAMMOND		0.0	
	0.0		—2.0—			0.0
7			CINCOTTA		2.0	
	0.0		—0.4—			0.0
6			BARTONETTE		2.4	
	0.0		—2.6—			0.0
24			CAMEO S. P. Crossing		5.0	
	0.0		—2.2—			0.0
6			BURNESS		7.2	
	0.0		—5.8—			0.0
24			FAIRVIEW		13.0	
	42.2		—1.2—			10.6
7			BIG BUNCH		14.2	
	15.3		—1.0—			8.4
14			ZEDIKER		15.2	
	9.5		—0.5—			0.0
10			RIVERBEND		15.7	
	31.7		—1.0—			42.2
4			ELK		16.7	
	10.6		—0.2—			0.0
			BELMONT AVE.		16.9	
			(16.9)			

No switch lights on Fresno Interurban District.
Booth phone at Hammond.
Yard limits Hammond to Belmont Ave., inclusive.

OAKLAND DISTRICT SAN FRANCISCO TERMINAL DIVISION

Capacity of Sidings In 50 ft. Cars	Turn Tables and Wyes	Ruling Grade Ascending— Feet Per Mile	Westward ↓	TIME TABLE NO. 14 October 31, 1965 STATIONS	Eastward ↑	Mile Post	Ruling Grade Ascending— Feet Per Mile	Communications
Yard	TY			RICHMOND		0.0		C
		64.4		—4.5—			39.6	
66				EL CERRITO		4.5		B
		22.7		—3.5—			31.7	
20				BERKELEY		8.0		C
		0.0		—1.9—			0.0	
				S. P. Crossing		9.9		
		0.0		—1.0—			79.4	
Yard	Y			OAKLAND 40th and San Pablo		10.9		C
				(10.9)				

Engine bell must ring continuously while moving between Richmond and Oakland.

Train and engine movements between Richmond and Oakland will be made in accordance with Rule 105.

VISALIA DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD ↓	TIME TABLE NO. 14 October 31, 1965 STATIONS	EASTWARD ↑	Mile Post	Ruling Grade Ascending— Feet Per Mile
Yard			**CORCORAN** YL		0.3	
	28.5		4.1			0.0
16			WAUKENA		4.4	
	13.2		5.6			0.0
32			PAIGE		10.0	
	16.6		5.0			0.0
24			S. P. Crossing TULARE YL		15.0	
	13.9		5.2			0.0
52			LOMA		20.2	
	5.3		5.0			0.0
46			VISALIA YL		25.2	
	0.0		S. P. Crossing 6.6			16.2
28			PERAL		31.8	
	11.6		1.5			0.0
			S. P. Crossing		33.3	
	11.6		2.9			0.0
			CALGRO		36.2	
	10.6		2.3			15.9
66			**CUTLER** YL		38.5	
	0.0		3.2			0.0
32			SULTANA		41.7	
	0.0		3.4			13.2
52			DINUBA		45.1	
	9.3		3.7			0.0
Yard			REEDLEY YL		48.8	
	14.6		1.9			0.0
			S. P. Crossing		50.7	
	14.6		0.3			0.0
22			LAC JAC		51.0	
	0.0		2.4			0.0
68			PARLIER YL		53.4	
	5.3		1.4			0.0
23			MILEY		54.8	
	1.1		3.7			2.5
52			DEL REY YL		58.5	
	0.0		3.4			7.9
42			WOLF		61.9	
	0.0		2.5			8.5
32			LONE STAR YL		64.4	
	0.0		2.0			10.6
20			CECILE		66.4	
	0.0		2.5			10.6
Yard			CALWA YL		68.9	
			(68.6)			

Wye at Corcoran, Reedley, and Calwa.

Office of Communication at Corcoran, Tulare, Visalia, Cutler, Sultana, Dinuba, Reedley, Parlier, Del Rey, and Calwa; booth phone at Waukena and Calgro.

WAHTOKE DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD ↓	TIME TABLE NO. 14 October 31, 1965 STATIONS	EASTWARD ↑	Mile Post	Ruling Grade Ascending— Feet Per Mile
Yard			PIEDRA		16.9	
	0.0		2.1			58.3
7			AVOCADO		14.8	
	0.0		3.5			57.0
32			OAKHURST		11.3	
	0.0		2.0			52.8
22			MINKLER		9.3	
	0.0		2.2			31.7
76			CELLA		7.1	
	0.0		1.2			0.0
17			WAHTOKE		5.9	
	33.2		1.5			0.0
32			RADWIN		4.4	
	0.0		4.4			41.4
Yard			REEDLEY		0.0	
			(16.9)			

No switch lights on Wahtoke District.

Office of Communication at Reedley.

Yard limits Piedra to Reedley, inclusive.

Booth phone at Minkler.

Wye at Minkler and Reedley.

PORTERVILLE-OROSI DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD ↓	TIME TABLE NO. 14 October 31, 1965 STATIONS	EASTWARD ↑	Mile Post	Ruling Grade Ascending— Feet Per Mile
Yard			TCS BAKERSFIELD		116.0	
	13.3		2.5			0.0
29			LANDCO YL		113.5	
	0.0		2.8			51.5
28			OIL JUNCTION YL		110.7	
			38.8			
			DUCOR YL		71.9	
	52.8		5.9			52.8
48			ULTRA		66.0	
	52.8		7.0			52.8
			PORTERVILLEJCT.YL		59.0	
	0.0		S. P. Crossing 0.8			33.2
42			PORTERVILLE YL		58.2	
	52.8		6.3			52.8
32			STRATHMORE JCT.		51.9	
	31.1		1.1			0.0
28			MIRADOR		50.8	
	3.1		4.1			31.4
52			LINDSAY YL		46.7	
	5.0		3.1			34.8
16			LUCCA		43.6	
	0.0		0.6			0.0
12			SIDES		43.0	
	15.8		3.8			0.0
40			EXETER YL		39.2	
	15.8		0.3			0.0
			Visalia Elect. Crossing		38.9	
	15.8		2.2			5.3
16			VENIDA		36.7	
	0.0		2.7			5.3
16			FANE		34.0	
	21.1		2.8			8.9
			HILLMAID		31.2	
	20.8		0.1			30.8
			Visalia Elect. Crossing		31.1	
	20.8		1.0			30.8
16			REDBANKS		30.1	
	0.0		1.8			20.8
10			CAIRNS		28.3	
	0.0		1.4			17.4
18			RAYO		26.9	
	0.0		3.1			17.4
32			SEVILLE		23.8	
	15.3		3.2			10.8
			WYETH YL		20.6	
			1.6			26.8
66			**CUTLER** YL			
	0.0		1.6			
			WYETH YL		20.6	
	14.4		2.0			0.0
24			OROSI YL		18.6	
	30.3		6.4			15.2
42			ORANGE COVE YL		12.2	
	16.2		5.9			10.6
23			NAVALENCIA YL		6.3	
	25.3		6.3			31.7
22			MINKLER YL		0.0	
			(116.0)			

Signal System Two in effect between Bakersfield and Landco.

Movements between Bakersfield and Landco will be made under Rule 261 (TCS) on First District.

No switch lights between Ducor and Minkler.

Wye at Landco, Porterville, Wyeth and Minkler.

Office of Communication at Bakersfield, Ducor, Porterville, Lindsay, Exeter, Cutler, Orange Cove; booth phone at Landco, Oil Junction, Ultra, Strathmore Junction, Fane, Redbanks, Wyeth, Orosi, and Minkler.

Southern Pacific time table and rules govern between Oil Junction and Ducor.

1. Rule S-72: Except as otherwise provided, all eastward trains are superior to westward trains of the same class.

2. Rule 2: Standard clocks are located at Barstow (telegraph office and roundhouse), Bakersfield (telegraph office and roundhouse), Calwa (telegraph office and roundhouse), Fresno, Riverbank, Mormon (telegraph office and roundhouse), Pittsburg, Richmond (telegraph office and roundhouse).

Rule 3: Crews of Southern Pacific and Sacramento Northern trains, having complied with their Companies' time regulations, may proceed over joint track.

Southern Pacific trains using joint track on Fresno Interurban District and between Ducor and Porterville Jct. and Sacramento Northern trains using joint track between Stockton Tower and Pittsburg will be governed by A.T.&S.F. time table and Rules, Operating Department.

3. Within traffic control system limits, where maximum speed exceeds 20 MPH, a train or engine must not clear the main track through a hand-thrown switch, not electrically locked, for the purpose of meeting, passing or being passed by another train or engine.

4. Rule 82 (B): Bulletin books are located at Barstow, Bakersfield, Ducor, Calwa, Fresno, Riverbank, Mormon, Pittsburg, Richmond, and San Francisco (China Basin).

5. Rules 83 and 83 (A): Bakersfield, Southern Pacific register will be maintained to comply with Southern Pacific Rule 83-C, reflecting information on Kern Jct. register, but will not be used for registration.

At Mormon, first class and extra trains, except those originating or terminating, may register by Form 903.

At Cutler and Corcoran on Visalia District, trains may register by Form 903 during hours these offices are open.

6. Rule 93: Yard limits are located at:

Arvin Dist.
Bakersfield to Kern Junction
Landco to Oil Junction
Oil City Dist.
Ducor (Santa Fe tracks only)
Porterville to and including Porterville Jct.
Lindsay
Exeter
Cutler to and including Wyeth
Wyeth to and including Minkler via Orosi
Reedley
Wahtoke Dist.
Parlier
Del Rey
Lone Star
Visalia
Tulare
Corcoran (Visalia Dist. only)
Calwa (Visalia Dist. only)
Laton Dist.
Fresno Interurban Dist.
Du Pont to and including Pittsburg
Port Chicago
Richmond

7. . . . . .

8. Rule 97 is amended; extra trains must not be run without train orders, except where trains are operated under Rules 251 or 261, the train dispatcher may authorize extras by clearance card.

9. Rule 104 (E) is amended: All sidings having hand-thrown derails will have derail locked off rail, except when engines or cars are left unattended on siding.

10. . . . . .

11. Rule 761: Following is list of structures:

Mile Post	Location	Description
746.5	Barstow viaduct over passenger yard tracks and house tracks 1 to 4, inclusive	Highway Bridge
1096.7	Bridge 1096.719	Truss Bridge
1166.4	Bridge 1166.47	S. P. Bridge
1166.5	Bridge 1166.48	Highway Bridge
1169.3	Bridge 1169.3	Highway Bridge
1170.2	Between Maltby and Muir	Tunnel No. 1
1171.0	Between Muir and Glen Frazer	Tunnel No. 2
1173.6	Between Glen Frazer and Christie	Tunnel No. 3
1190.5	Between Richmond and Ferry Point	Tunnel No. 5

12. Rule 862: Revenue passengers, and employes holding passes stamped "Good on Freight Trains," may be carried on freight trains, but only to and from stations where these trains are required to stop.

SPEED REGULATIONS

13. Derricks, cranes, pile drivers, spreaders (except spreaders with wings folded and fastened) and similar machinery moving on their own running gear must not be moved in trains except on authority of trainmaster, and trains or engines handling such equipment must not exceed speeds indicated below:

District	Pile Drivers AT-199452 AT-199453 AT-199454 AT-199455 AT-199720	Wrecking Derricks	Other Machines Including Derrick 199775
	M.P.H.	M.P.H.	M.P.H.
Mojave, First, Second	45	40	30
Oakland, Porterville-Orosi and Visalia	20	20	20
Any point on all other Districts	15	15	15

Pile drivers must be handled in train next to engine.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	M.P.H. Psgr. and Light	Frt.
Mojave District	79	60
Arvin District	25	25
First District		
Bakersfield to Jastro	79	60
Jastro to Calwa	90	60
Second District		
Calwa to Hammond	79	60
Hammond to Mormon	90	60
Mormon to Richmond	79	60
Oakland District	20	20
Visalia District		
Corcoran to Visalia	30	30
Visalia to Calwa	40	40
Porterville-Orosi District	40	40

LOCATION	M.P.H. Psgr. and Light	Frt.
Oil City District	20	20
Laton District	15	15
Wahtoke District	25	25
Fresno Interurban District	15	15

In freight and mixed service with dynamic brake not in use the maximum speed on descending grades as follows:

1.0 to 1.5% . . . . . 30 MPH
1.5 to 2.0% . . . . . 25 MPH
2.0 and over . . . . . 15 MPH

When street or highway crossings are shown speed applies only while head end of train is passing.

Between Barstow and Mojave, and Bakersfield and Stockton, where present speed is shown 60 MPH for freight trains, be governed as follows when controlling locomotive has operative dynamic brake and train consist is as listed below:

No. Units Operative Dyn. Brake	Tons	Average Weight Per Car	M.P.H.
1 or more	1750 or less	46 to 50 tons	65
		45 tons or less	70
2 or more	3249 or less	46 to 50 tons	65
		45 tons or less	70
		Number of Cars	
3 or more	3250 or less	50 to 54	65
		55 or more	70
	3251 to 3500	55 to 59	65
		60 or more	70
	3501 to 3750	60 to 64	65
		65 or more	70
	3751 to 4000	70 to 74	65
		75 or more	70
	4001 to 4250	75 to 79	65
		80 or more	70
	4251 to 4500	80 to 89	65
		90 or more	70
	4501 to 4750	90 to 99	65
		100 or more	70

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	M.P.H. Psgr. and Light	Frt.
MOJAVE DISTRICT		
Curve M.P. 747.2 to 747.6	60	60
2 Curves M.P. 816.4 to 817.5	50	50
Kern Jct. to Bakersfield	20	20
ARVIN DISTRICT		
Curve M.P. 316.7 to 317.1	10	10
Curve M.P. 329.7 to 329.9	10	10
FIRST DISTRICT		
Bakersfield M.P. 887.5 to 889	20	20
2 Curves M.P. 889 to 890.1	50	50
Curve M.P. 892.9 to 893.4	70	70
Shafter Lerdo Road M.P. 905.1	70	70
Alpaugh Spur	10	10
Corcoran M.P. 950.5 to 951.7	50	50
Hanford M.P. 967.5 to 968.4	20	20
Curve M.P. 969.3 to 969.5	55	55
Curve M.P. 973.7 to 973.9	55	55
2 Curves M.P. 975.0 to 975.8	50	50
M.P. 994.4 to Calwa	40	40
SECOND DISTRICT		
Calwa to M.P. 996.8	40	40
M.P. 996.8 to 1002.0	20	20
M.P. 1002.0 to M.P. 1003.2	50	50
Curve M.P. 1047.4 to 1047.9	70	70
Curve M.P. 1053.8 to 1055.7	70	70
Merced M.P. 1055.7 to 1057.0	30	30
2 Curves M.P. 1069.1 to 1070.5	70	70
Curve M.P. 1087.9 to 1088.1	50	50
Oakdale Spur	20	20
Escalon M.P. 1101.4 to 1102.0	60	60
Curve M.P. 1119.1 to 1119.5	60	60
Stockton M.P. 1120.0 to 1122.0	20	20
Track M.P. 1134.7 to 1136.4	30	30
Curve M.P. 1139.5 to 1139.8	65	60
Antioch M.P. 1151.3 to 1152.3	45	45

LOCATION	M.P.H. Psgr. and Light	Frt.
SECOND DISTRICT (Cont'd)		
Pittsburg M.P. 1155.4 to 1156.1	24	24
2 Curves M.P. 1161.3 to 1161.9	50	50
4 Curves M.P. 1167.3 to 1168.6	50	50
2 Curves M.P. 1168.6 to 1170.5	60	60
10 Curves M.P. 1170.5 to 1173.6	45	45
Tunnel No. 3 & 2 Curves M.P. 1173.6 to 1175.5	50	50
14 Curves M.P. 1175.5 to 1180.9	45	45
4 Curves M.P. 1180.9 to 1182.5	55	55
4 Curves M.P. 1184.7 to 1187.8	50	50
1 Curves M.P. 1187.8 to 1189.0	45	45
2 Curves M.P. 1189.0 to 1189.6	20	20
OAKLAND DISTRICT		
Track M.P. 0.0 to 10.2	20	20
Track M.P. 10.2 to 10.8	15	15
Track M.P. 10.8 to 10.9	5	5
VISALIA DISTRICT		
Tulare M.P. 14.3 to 15.9	20	20
Visalia M.P. 24.5 to 26.0	15	15
Reedley M.P. 48.2 to 49.5	20	20
Parlier M.P. 53.1 to 53.6	24	24
Del Rey M.P. 58.4 to 58.8	24	24
PORTERVILLE-OROSI DISTRICT		
Track M.P. 0.0 to 12.0	10	10
Track M.P. 12.0 to Cutler	25	25
Woodlake Spur	10	10
Exeter M.P. 39.1 to 39.6	20	20
Lindsay M.P. 46.1 to 47.1	20	20
Strathmore Spur	15	15
Sunland Spur	15	15
2 Curves M.P. 61.5 to 62.1	30	30
Between Porterville and Ducor	40	30
Between Oil Junction and Landco	20	20

14. SWITCHES—MAXIMUM AUTHORIZED SPEED.

Maximum speed permitted through all yard and roundhouse turnouts and crossovers 10 MPH; all main track turnouts and crossovers 15 MPH except for spring and power controlled switches and crossovers at following locations:

"I"—Interlocked Switch.
"S"—Spring Switch.
"ESL"—Electric Switch Lock.
"EE"—East End.
"WE"—West End.

Station	Type	Location	MPH
		MOJAVE DISTRICT	
Hutt	I	EE siding	15
	I	WE siding	40
Hinkley	I	EE and WE siding	40
Hawes	I	EE and WE siding	40
Jimgrey	I	EE and WE siding	40
Boron	I	EE and WE siding	40
Silt	I	EE and WE siding	40
Edwards	I	EE and WE siding	40
Bissell	I	EE and WE siding	40
Sanborn	I	EE and WE siding	40
		FIRST DISTRICT	
Bakersfield	I	WE two tracks 1000 feet west of M.P. 888	20
Jastro	I	EE siding	30
	I	WE siding and crossover	40
	I	Porterville-Orosi Jct. switch	30
Una	I	EE and WE siding	40
Shafter	I	EE and WE siding and crossover	40
Wasco	I	EE and WE siding	40
Elmo	I	EE and WE siding	40
Kernell	I	EE and WE siding	40
Allensworth	I	EE and WE siding	40
Stoil	ESL	Industry track switches	30
Angiola	I	EE and WE siding	40
Blanco	ESL	Industry track switches	30
Corcoran	I	EE and WE east siding	40
	I	EE and WE west siding	40
Guernsey	I	EE and WE siding	40
Hanford	I	EE and WE east siding	40
	I	EE and WE west siding	30
Shirley	I	EE and WE siding	40
Laton	ESL	EE and WE siding (not signaled)	30
Conejo	I	EE and WE siding	40
Bowles	I	EE and WE siding	40
Calwa	I	End of two tracks	30
		SECOND DISTRICT	
Fresno	I	End of two tracks	20
Figarden	I	EE and WE siding	40
Gregg	I	EE and WE siding	40
Madera	I	EE and WE siding	40
Kismet	I	EE and WE siding	40
Sharon	I	EE and WE siding and crossover	40
Legrand	I	EE and WE siding	40
Planada	I	EE and WE siding	40
Merced	I	EE siding	40
	I	WE siding	30
Fluhr	I	EE and WE siding	40
Ballico	I	EE and WE siding	40
Denair	I	EE and WE siding	40
Empire	I	EE and WE siding	40
Riverbank	I	EE and WE of lead	15
	I	EE and WE siding	40
Escalon	I	EE and WE siding	40
Duffy	I	EE and WE siding	40
Mormon	I	EE siding	40
	I	2 crossovers	30
Stockton	I	WE siding	30
Gillis	S	EE and WE siding	30
Holt	S	EE and WE siding	30
Trull	S	EE and WE siding	30
Orwood	I	EE siding	15
	S	WE siding	30
Bixler	S	EE and WE siding	30
Knightsen	S	EE and WE siding	30
Sando	S	EE siding	30
Antioch	S	WE siding	30
Pittsburg	S	EE siding	15
	S	WE siding	30
Brose	S	EE and WE siding	30
Port Chicago	S	EE and WE siding	30
Maltby	S	EE and WE siding	30
Glen Frazer	S	EE and WE siding	30
Christie	S	EE and WE siding	30
Collier	S	EE and WE siding	30
Gateley	S	EE and WE siding	30
Rheem	S	EE and WE siding	30
		PORTERVILLE-OROSI DISTRICT	
Landco	S	Stem of wye	10
	S	EE siding	15

Rule 817: Equipment listed below must not be moved through water above top of rail greater than the depths and not in excess of the speeds shown:

MAXIMUM DEPTH OF WATER THROUGH WHICH EQUIPMENT MAY BE OPERATED AND MAXIMUM SPEEDS IN SUCH OPERATION

Types of Equipment	Maximum Depth Above Top of Rail (Inches)	Maximum Speed in Tow (MPH)	Maximum Speed Under Own Power (MPH)
Diesel Engines:			
11-15, 80-87, 600-611, 800-849, 1600-1615, 2099-2162	3	5	5
51-78, 650-653, 2310-2321, 3000-3019	4	5	5
460-468	4½	5	5
16-48, 99, 100-344, 407-430, 500-564, 625-633, 700-751, 900-979, 1100-1174, 1200-1284, 1300-1460, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2441, 2650-2893	5	5	5
Diesel-Electric Motor Cars	3	5	5
Passenger Cars:			
Roller Bearings	8	5	0
Friction Bearings	12	5	0

MAXIMUM SPEED OF LOCOMOTIVES AND MOTOR CARS

Diesel Locomotives and Motor Cars	Forward Miles Per Hour	Light Miles Per Hour	Backing or When Controlled From Rear Unit Miles Per Hour	Dead In Train Miles Per Hour
11-15, 80-87	100	80	45	90
16-78, 300-314	100	90	45	90
325-344 (Except as listed below)	80	80	45	80
325LAB, 326LAB, 328A, 329LAB, 330LAB, 331LAB, 332L, 333LAB, 334LAB, 335LAB, 337LAB	90	90	45	90
100-289, 407-430	70	70	45	70
600-611	70	70	*45	70
99, 700-751, 2099, 2100-2162, 2650-2893, 3000-3019	70	70	*45	70
460-468	35	35	35	20
500-564, 625-653, 1500-1537, 2200-2299, 2302-2304, 2310-2391, 2394-2399, 2403-2441	45	45	45	45
800-849, 900-979, 1100-1174, 1200-1284, 1300-1460, 1600-1615	75	75	*45	75
RDC 191, 192	85	85	50	85
M160	80	65	25	75
M190	80	65	25	75
Sacramento Northern Diesels				
301	50	50	45	50
301-A, 301-D, 701-732, 801-803, 913-924	65	65	45	60

*NOTE: Forward speed applies when backing handling train controlled from leading unit.

15. JUNCTION SWITCHES.

Normal position of junction switches is as follows:

Corcoran for First District siding
Laton for First District siding
Cutler for Visalia District
Reedley for Visalia District
Wyeth for Porterville-Orosi District
Minkler for Wahtoke District
Hammond for Second District siding
Cameo for Fresno Interurban District

LENGTH OF STEMS OF WYES

Location	Feet	Location	Feet
Barstow (M.P. 747.3)	2796	Stockton	1450
Boron	Mine Spur	Oakland (Old)	320
Edwards	Army Spur	Oakland (New)	1800
Landco	1300	DiGiorgio	500
Corcoran	Visalia District	Lanare	505
Laton	337	Reedley	Wahtoke District
Calwa	Visalia District	Minkler	Porterville-Orosi District
Riverbank	2300	Wyeth	1.6 Miles
Mormon	2610	Porterville	1143

Other Stations or Tracks Not Shown on Face of Time Table

Location	Mile Posts	Car Capacity	Switch Connection
MOJAVE DISTRICT			
P. C. Borax Co Spur	784.7	7.4 miles	East
Government Spur	785.0	3.7 miles	East
Government Spur	797.1	6.5 miles	East & West
ARVIN DISTRICT			
Lonsmith	318.0	7	East & West
Harpertown	321.1	20	East & West
Patch	325.9	15	East
FIRST DISTRICT			
Rosedale	895.7	49	East & West
Crome	899.5	34	West
Ivy	909.8	10	East
Palmo	910.5	28	West
Neufeld	914.7	6	East
Pond	921.2	40	East
Stoil	936.0	89	East & West
Alpaugh Spur	936.0	4.8 miles	West
Blanco	945.9	68	East & West
Kings Park	963.6	23	East & West
Pitco	970.1	17	East
Lucerne Spur	971.8	0.8 mile	West
Monmouth	985.6	26	East & West
SECOND DISTRICT			
Trigo	1014.3	40	East & West
Tuttle	1050.7	54	East & West
Kadota	1052.1	75	East & West
Pritchard	1058.9	20	East
Winton	1065.4	18	East & West
Cortez	1074.6	15	East & West
Hughson	1085.8	38	East & West
Claus	1092.8	42	East & West
Oakdale Spur	1095.6	6.5 miles	East
Burnham	1112.5	34	East & West
Rockwell	1114.8	13	East & West
Woodsbro	1125.5	54	East & West
Werner	1138.8	23	East & West
Du Pont	1147.6	58	East & West
Bridgehead	1148.4	16	East & West
East Antioch	1149.2	127	East & West
Zee	1149.7	64	East & West
Nichols	1161.3	15	East
Monsanto	1165.8	44	East & West
Muir	1170.6	..	East
Herpoco	1180.4	..	West
San Pablo	1187.8	11	East & West
OAKLAND DISTRICT			
Malott	4.0	8	East & West
Fairmount Avenue	5.7	11	East
VISALIA DISTRICT			
Higby	22.1	12	East & West
Tokay	42.3	25	East & West
Enson	43.9	14	East
Mattei Spur	65.2	2.2 miles	West
PORTERVILLE-OROSI DISTRICT			
Wimp	22.2	5	East
Twin Buttes	25.3	9	West
Woodlake Spur	33.5	2.2 miles	West
Winco	32.4	15	East & West
West Venida	36.1	11	West
Matchin	37.3	10	East
List	40.6	20	West
Sierra Heights	48.5	13	East
Gillette	50.4	52	East
Strathmore Spur	52.0	1.2 miles	East
Euclid	54.3	22	West
Mosian	54.5	23	East
Lumer	60.9	6	East
Sunland Spur	61.4	1 mile	West
Magnolia	61.9	14	East
FRESNO INTERURBAN DISTRICT			
Hammer Field Spur	4.9	1 Mile	East

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

Location		Tracks Governed	Rules	Whistle Signals Additional to Rule 14 (2)
MOJAVE DISTRICT				
Barstow West Tower		Main track and connecting crossovers.	Interlocking. Ten miles per hour.	To Mojave District — — 0 Against current of traffic — — 0 Engine lead 00 — — 0 Switching tail 0000 Tracks 1 to 17 incl. 0 — — 00 Tracks 18 to 30 incl. — — 0 — — 0
Kern Junction		Santa Fe two tracks connection to and from S. P. two tracks. Santa Fe main track to Sunset track.	Interlocking.	Crossover — 0 — 0 West main to S. P. West main 0 — — Main track to Sunset — 0 —
FIRST DISTRICT				
Hanford		S. P. Coalinga branch.	TCS.	
Calwa	0.8 East	S. P. main track and entrance to yard.	TCS.	
SECOND DISTRICT				
Calwa	1.6 West	S. P. Porterville branch.	TCS.	
Fresno	0.4 East	S. P. Friant branch.	TCS.	
Oakdale		S. P. Oakdale branch.	98 (A), 98 (B).	
Stockton Tower		W. P. and S. P. main tracks and transfer tracks.	Interlocking.	Main line to Town lead — — 0 — — S. P. North transfer 00 — — S. P. South transfer 000 — — W. P. main track connection 0 — — Town lead thru plant — — 0
Stockton	1.0 West	Main track and siding.	Interlocking.	
Orwood	0.8 East	Drawbridge and siding.	Interlocking.	
Pittsburg	0.9 East	Lead to Columbia Steel over S. N.	98 (A), 98 (B) and Bulletin Instructions.	
Pittsburg	0.9 West	Lead to P. G. & E. plant over S. N. main track.	Stop. Gate. Bulletin Instructions.	
OAKLAND DISTRICT				
Berkeley	1.9 West	S. P. Berkeley branch.	When home signal indicates STOP be governed by Rules 98 (A), 98 (B).	
Oakland	0.7 West	AT&SF, S. P., O. T. Ry., single slip switch crossings.	Bulletin Instructions.	
Oakland	1.1 West	S. P. West Oakland connection.	98 (A), 98 (B).	
PORTERVILLE-OROSI DISTRICT				
Hillmaid	0.1 West	Visalia Elec.	98 (A), 98 (B).	
Exeter	0.3 West	Visalia Elec.	98 (A), 98 (B).	
Porterville	0.8 East	S. P. Success branch.	98 (A), 98 (B).	
VISALIA DISTRICT				
Tulare		S. P. main track.	Interlocking. Bulletin Instructions.	
Visalia		S. P. Visalia branch.	98 (A), 98 (B).	
Peral	1.5 West	S. P. Porterville branch.	98 (A), 98 (B).	
Lac Jac	0.3 East	S. P. Porterville branch.	98 (A), 98 (B).	
FRESNO INTERURBAN DISTRICT				
Cameo		S. P. Friant branch.	98 (A), 98 (B).	

SURGEONS OF THE SANTA FE COAST LINES HOSPITAL ASSOCIATION

DR. LAWRENCE CHAFFIN, Chief Surgeon, Los Angeles, Calif.
DR. R. J. FLAMSON, Assistant Chief Surgeon, Los Angeles, Calif.
DR. A. L. KIEFER, Assistant Chief Surgeon, Los Angeles, Calif.

SAN FRANCISCO
DR. JOHN D. RELFE, Local Surgeon
DR. THEODORE E. HAMES, Assistant Local Surgeon

OAKLAND
DR. S. R. TRUMAN, Local Surgeon
DR. M. S. DONALDSON, Local Surgeon

RICHMOND
DR. LAWRENCE W. BROWN, Local Surgeon
DR. DOUGLAS VOLLEN, Shop Physician
DR. BERNARD S. HOLM, Assistant Local Surgeon

PITTSBURG
DR. C. L. KERNS, Local Surgeon
DR. EDWIN E. BOYSEN, Assistant Local Surgeon

ANTIOCH
DR. ROBERT E. SANDLIN, Local Surgeon

STOCKTON
DR. W. T. McNEIL, Local Surgeon
DR. JOHN McNALLY, Assistant Local Surgeon
DR. HENRY F. QUINN, Assistant Local Surgeon

OAKDALE
DR. E. E. CHOURET, Local Surgeon
DR. C. R. FULKERSON, Emergency Surgeon

MERCED
DR. E. M. SODERSTROM, Local Surgeon

MADERA
DR. GILBERT G. DAGGETT, Local Surgeon

FRESNO
DR. L. R. NIELSON, Division Surgeon
DR. ROBERT H. KASS, Local Surgeon
DR. F. R. FREETO, Assistant Local Surgeon

HANFORD
DR. W. F. CHAMLEE, Local Surgeon

CORCORAN
DR. HAROLD JACOBS, Local Surgeon
DR. JAMES A. SMITH, Assistant Local Surgeon

WASCO
DR. WILLIAM A. HAGEN, Local Surgeon

SHAFTER
DR. HENRY W. VOTH, Local Surgeon

BAKERSFIELD
DR. JOE SMITH, Division Surgeon
DR. WAYLAND P. MATT, Local Surgeon
DR. WARREN E. SIMON, Assistant Local Surgeon

TULARE
DR. C. M. MATHIAS, Local Surgeon
DR. C. EUGENE MATHIAS, Assistant Local Surgeon

VISALIA
DR. ROBERT ROHN, Local Surgeon (Emergency)

CUTLER
DR. THOMAS E. WILEMAN, Local Surgeon

REEDLEY
DR. M. S. GAEDE, Local Surgeon

LINDSAY
DR. HORACE G. CAMPBELL, Local Surgeon

PORTERVILLE
DR. F. L. WIENS, Local Surgeon
DR. R. D. KARSTAEDT, Assistant Local Surgeon

TAFT
DR. ROBERT A. PATRICK, Local Surgeon
DR. L. N. TARR, Assistant Local Surgeon

BORON
DR. WILLIAM A. CHASE, Local Surgeon

BARSTOW
DR. ANTHONY SAMORAJSKI, Local Surgeon
DR. M. F. FINK, Consulting Surgeon

CONDITIONAL STOPS SHOWN WILL BE MADE ONLY FOR REVENUE PASSENGERS

The term "beyond" refers to regular, flag or conditional stops authorized herein.

Train	Stops at Stations	To Receive Passengers For	To Discharge Passengers From
1	Grants	North of Barstow	Clovis and beyond
	Edwards		Belen and beyond
	Riverbank, Escalon	Stockton and beyond	Bakersfield and beyond
2	Pinole, Riverbank, Edwards	Belen and beyond	
	Holbrook	Clovis and beyond	
	Grants	Clovis and beyond	North of Barstow
7	Boron	Edwards and beyond	Barstow and beyond
	Edwards	Mojave and beyond	Boron and beyond
	Shafter	Wasco and beyond	Bakersfield and beyond
	Wasco	Corcoran and beyond	Shafter and beyond
	Corcoran	Hanford and beyond	Wasco and beyond
8	Wasco, Shafter		Fresno and beyond
	Corcoran	Bakersfield and beyond	Fresno and beyond
17	Flagstaff	San Bernardino and beyond	Albuquerque and beyond
	Kingman	San Bernardino and beyond	Newton and beyond
18	Kingman	Newton and beyond	San Bernardino and beyond
	Flagstaff	Albuquerque and beyond	San Bernardino and beyond
19	Grants	South of Barstow	La Junta and beyond
	Victorville		Albuquerque and beyond
20	Victorville	Albuquerque and beyond	
	Grants	La Junta and beyond	South of Barstow
23	Laguna		Albuquerque and beyond
	Pico Rivera		Williams Jct. and beyond
24	Pico Rivera	Williams Jct. and beyond	
73, 75, 77	Pico Rivera		Oceanside and beyond
73	San Juan Capistrano	Los Angeles	
73	Orange	Los Angeles	Oceanside and beyond
74	Orange, San Juan Capistrano and Encinitas		San Bernardino and beyond
77	Orange	Los Angeles	
76	San Clemente		Los Angeles
75, 77	Encinitas	Los Angeles	
74, 76, 78	Pico Rivera	Oceanside and beyond	
76, 78	San Juan Capistrano		Los Angeles
76	Encinitas		Los Angeles

A. J. STROBEL, General Watch Inspector ..... Topeka | **R. W. WELLS, Asst. General Watch Inspector .... San Bernardino**

LOCAL TIME INSPECTORS

E. F. MANNERS ..... 219 E. Main St., Barstow
BILL C. HOLMES ..... 219 E. Main St., Barstow
ARLIE KNIGHT ..... 1663 Chester Ave., Bakersfield
J. N. CHENEY ..... 1600 20th St., Bakersfield
GEO. E. CRAIN ..... 4221-B E. Shields Ave., Fresno
CHARLIE R. LEWIS ..... 933 Fulton Mall, Fresno
W. A. SWANSON ..... 4427 E. Jensen Ave., Calwa

J. H. BOGUE ..... 1714 "L" St., Merced
HELEN WILSON SHOEMAKE ..... 1323 Jay St., Modesto
WALTER K. BANKS JR. ..... 111 North San Joaquin St., Stockton
EUGENE MAYER ..... 516 - 2nd St., Antioch
W. R. STRIBLEY ..... 1013 MacDonald Ave., Richmond
ED S. BRILLON ..... 3876 San Pablo Ave., Oakland
EDWARD F. WILLIAMS ..... 608 Sutter St., San Francisco

SPEED TABLE—FOR INFORMATION ONLY

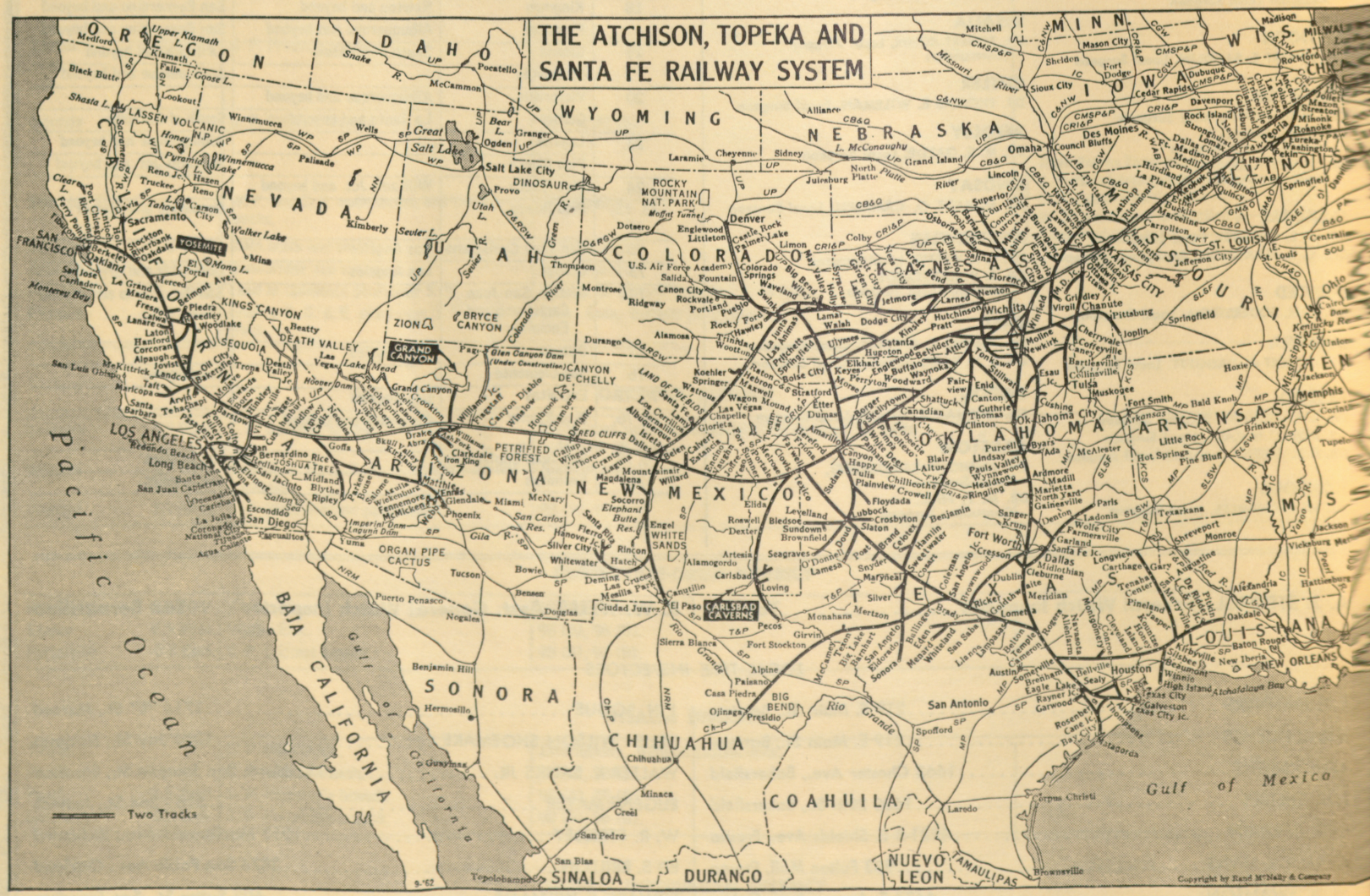
Time Per Mile Min.	Time Per Mile Sec.	Miles Per Hour	Time Per Mile Min.	Time Per Mile Sec.	Miles Per Hour	Time Per Mile Min.	Time Per Mile Sec.	Miles Per Hour
..	36	100	..	58	62.1	1	40	36.0
..	37	97.3	..	59	61.0	1	42	35.3
..	38	94.7	1	..	60.0	1	44	34.6
..	39	92.3	1	02	58.0	1	46	34.0
..	40	90.0	1	04	56.2	1	48	33.3
..	41	87.8	1	06	54.5	1	50	32.7
..	42	85.7	1	08	52.9	1	52	32.1
..	43	83.7	1	10	51.4	1	54	31.6
..	44	81.8	1	12	50.0	1	56	31.0
..	45	80.0	1	14	48.6	1	58	30.5
..	46	78.3	1	16	47.4	2	..	30.0
..	47	76.6	1	18	46.1	2	05	28.8
..	48	75.0	1	20	45.0	2	10	27.7
..	49	73.5	1	22	43.9	2	15	26.7
..	50	72.0	1	24	42.9	2	30	24.0
..	51	70.6	1	26	41.9	2	45	21.8
..	52	69.2	1	28	40.9	3	..	20.0
..	53	67.9	1	30	40.0	3	30	17.1
..	54	66.6	1	32	39.1	4	..	15.0
..	55	65.5	1	34	38.3	5	..	12.0
..	56	64.2	1	36	37.5	6	..	10.0
..	57	63.2	1	38	36.8	12	..	5.0

AVOID DAMAGE—SWITCH CUSTOMERS' CARS CAREFULLY

OVERSPEED Couplings are DAMAGING—Here's what happens:

Safe—Danger—	
4 miles per hour	SAFE COUPLING SPEED
5 miles per hour	Damage Begins
6 miles per hour	2¼ times as damaging as 4 MPH
7 miles per hour	3 times as damaging as 4 MPH
8 miles per hour	4 times as damaging as 4 MPH
9 miles per hour	5 times as damaging as 4 MPH
10 miles per hour	6 times as damaging as 4 MPH

Damage to freight or car can be avoided by always keeping coupling speed within the safe range—NOT OVER 4 MILES PER HOUR—A BRISK WALK.

Handle freight carefully and keep our customers.

IT'S EVERYBODY'S JOB ON THE SANTA FE!